

FIG.1

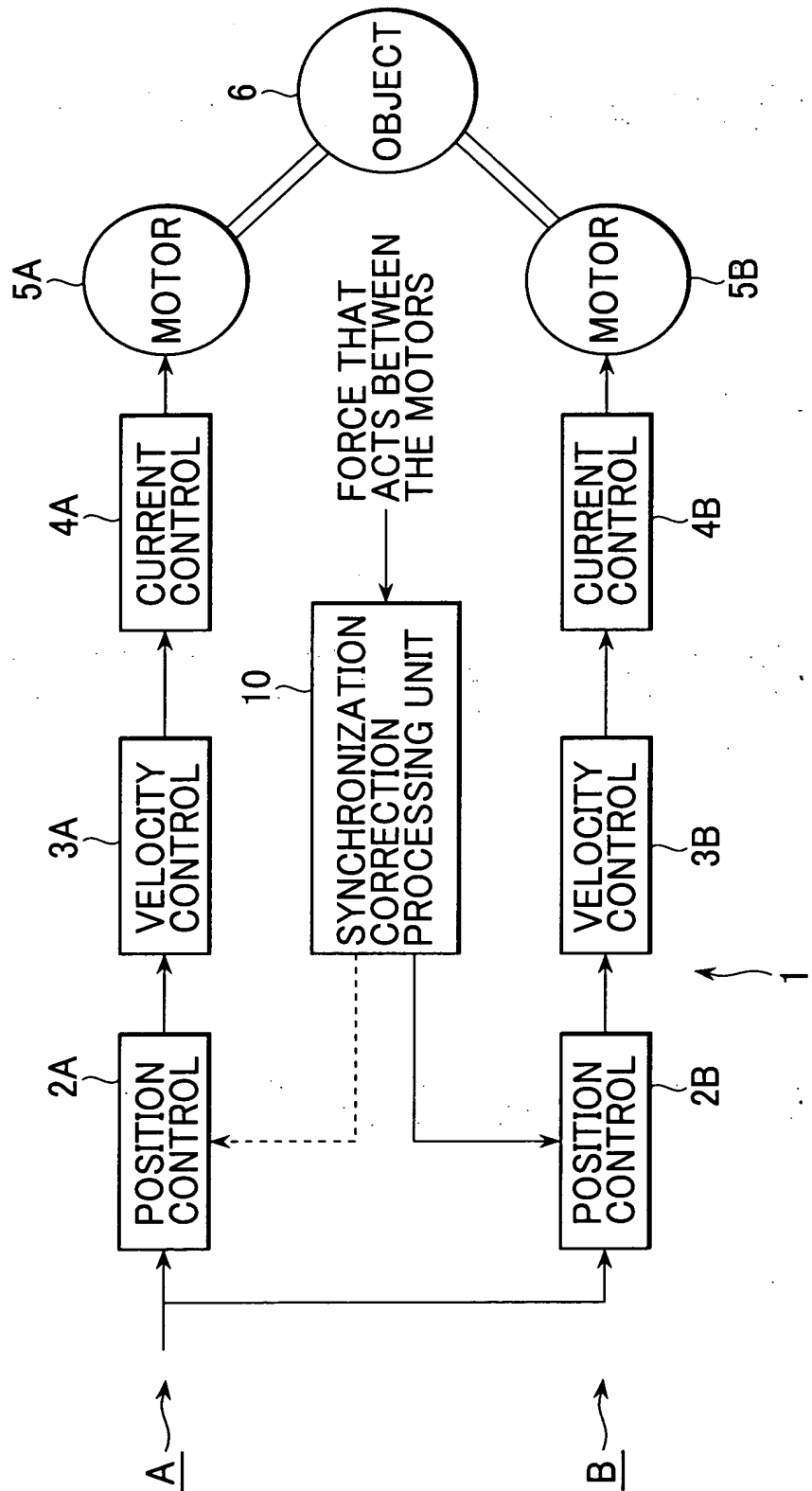


FIG.2

CALCULATION OF POSITION DEVIATION OFFSET FROM THE DIFFERENCE IN TORQUE COMMANDS

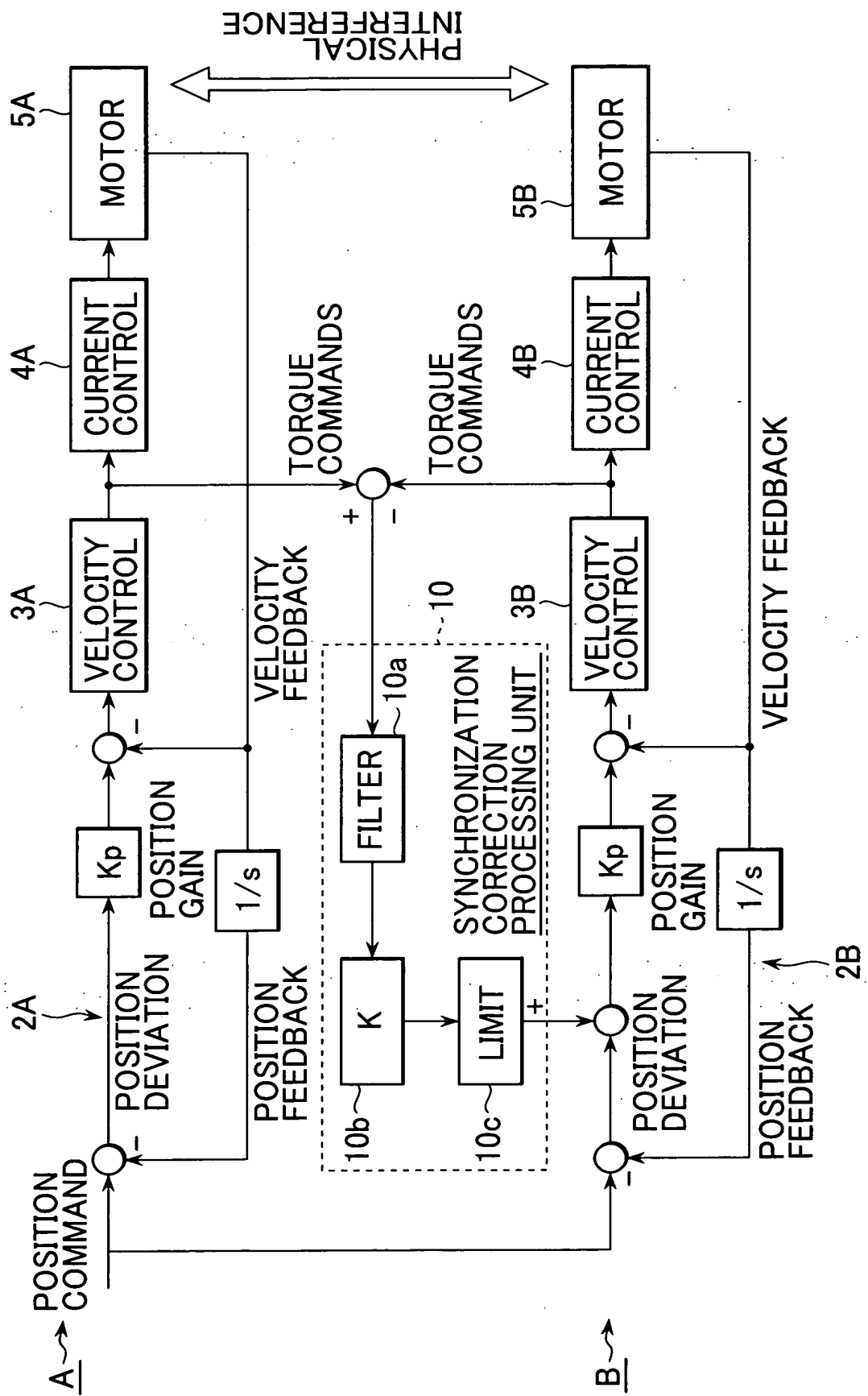


FIG.3

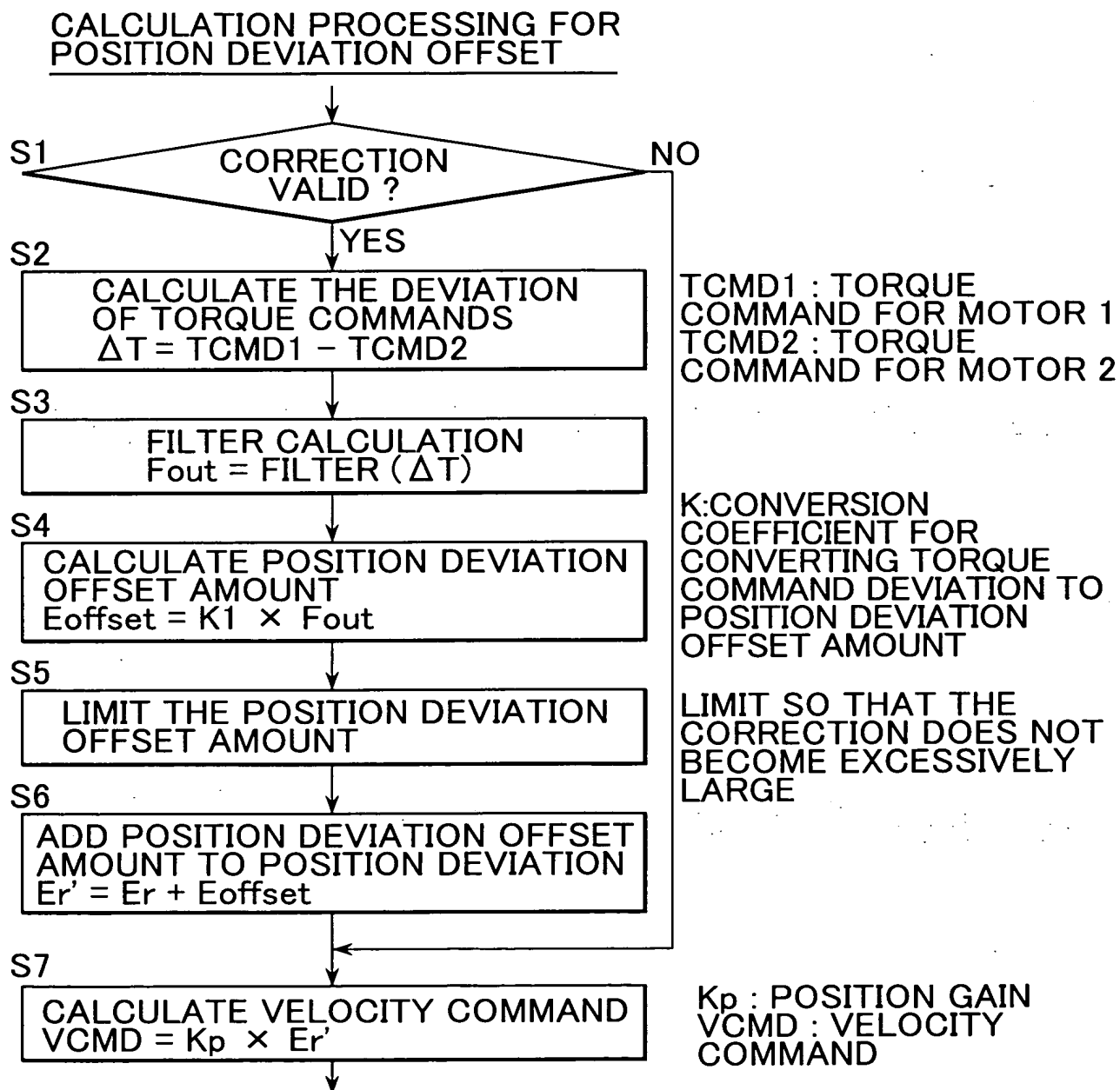


FIG.4

CALCULATION OF POSITION DEVIATION OFFSET FROM THE DIFFERENCE IN ACTUAL CURRENTS

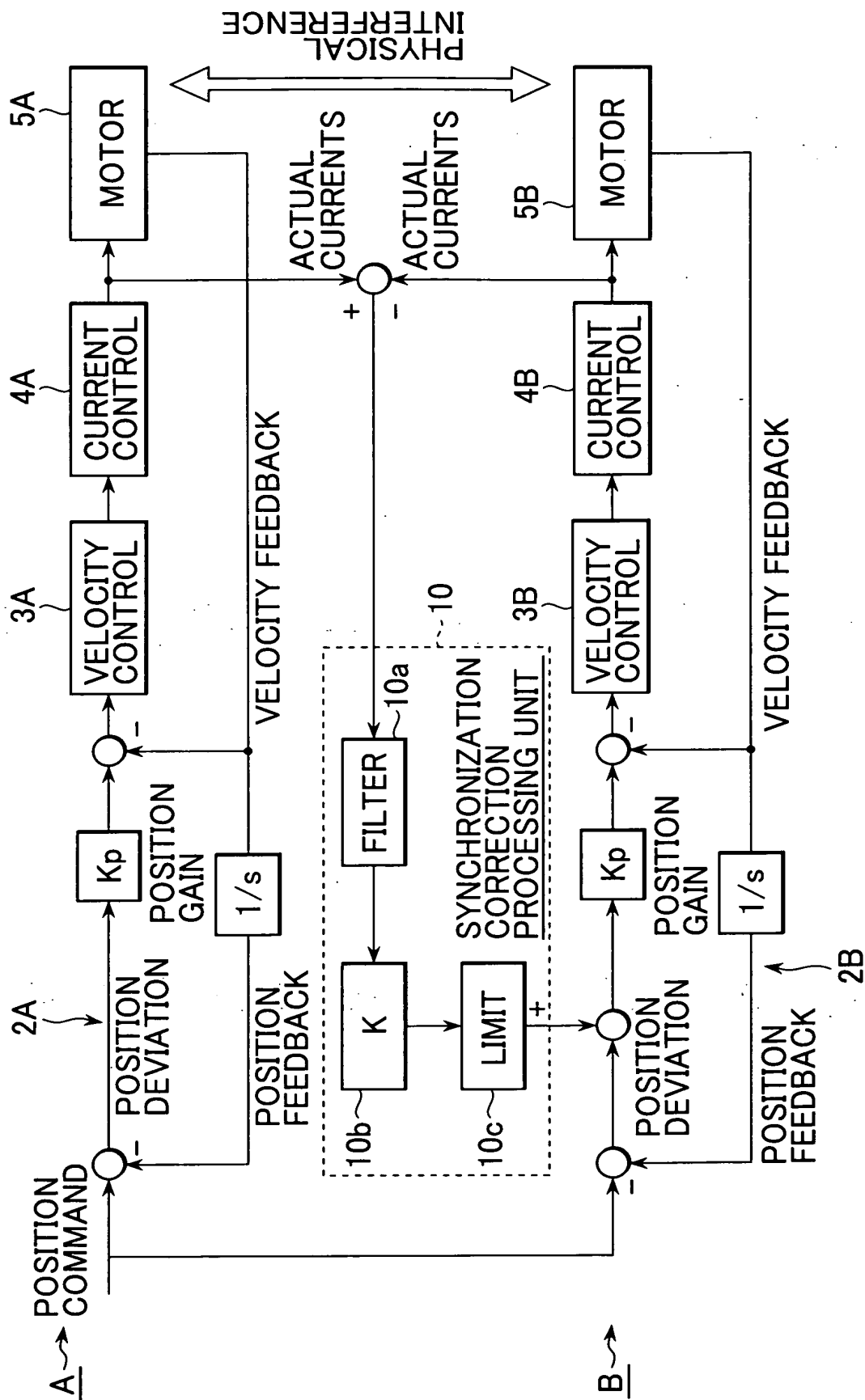


FIG.5

THE CASE OF USING A TABLE OF TORQUE
DEVIATIONS/POSITION DEVIATION OFFSETS

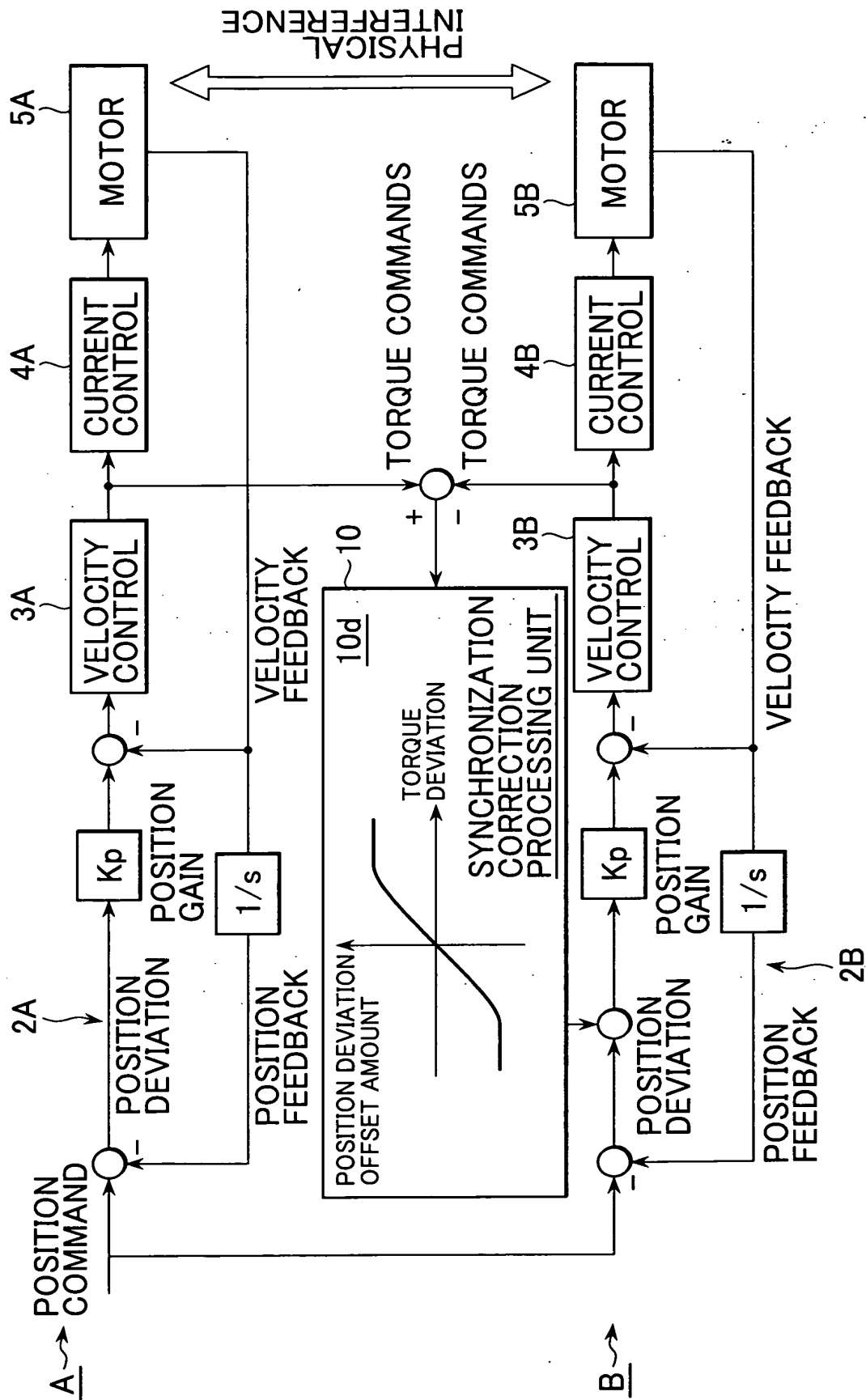


FIG.6

THE CASE OF APPLYING CORRECTIONS TO TWO MOTORS

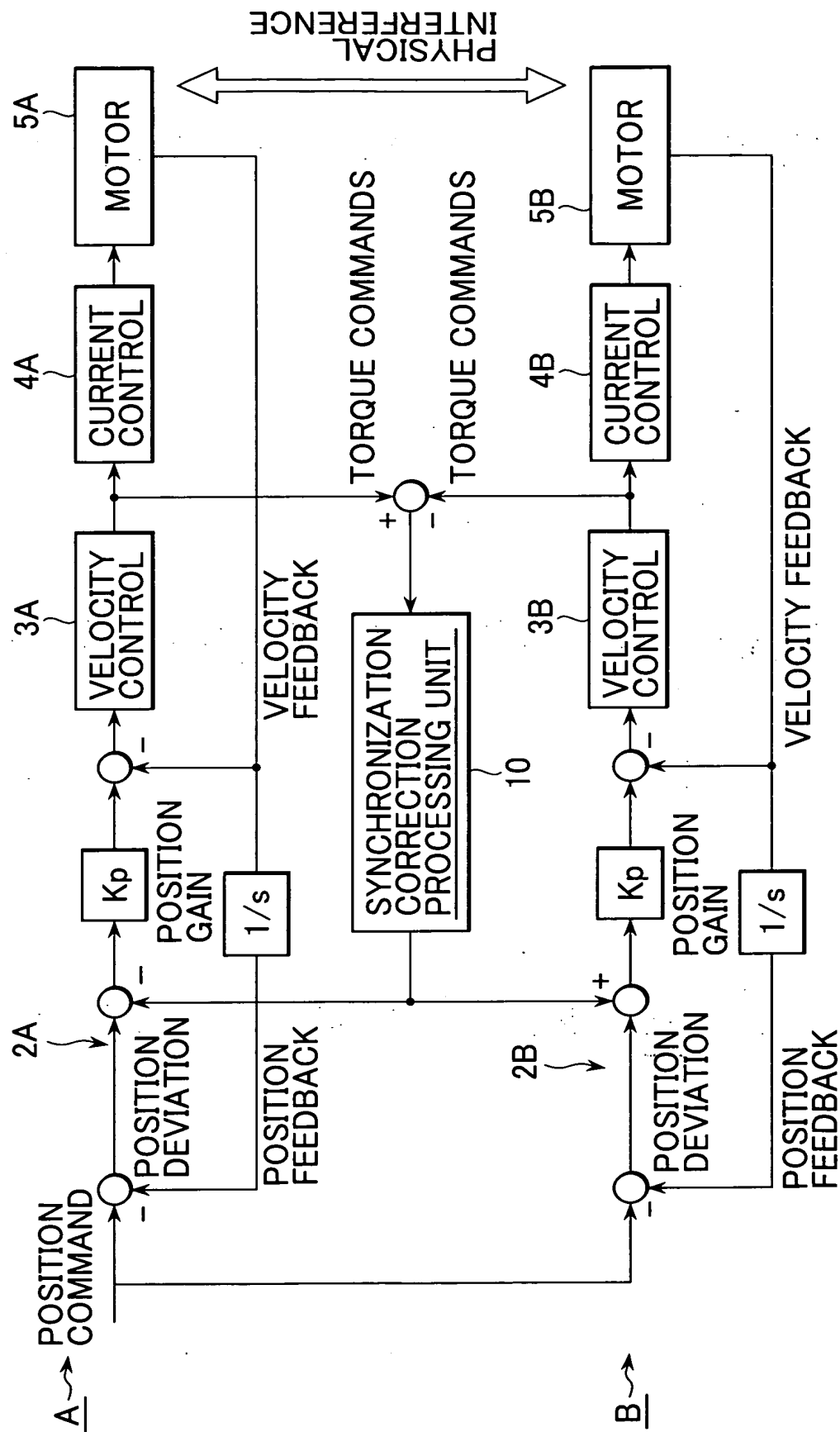


FIG.7

ADDING THE POSITION COMMAND OFFSET TO THE POSITION COMMAND

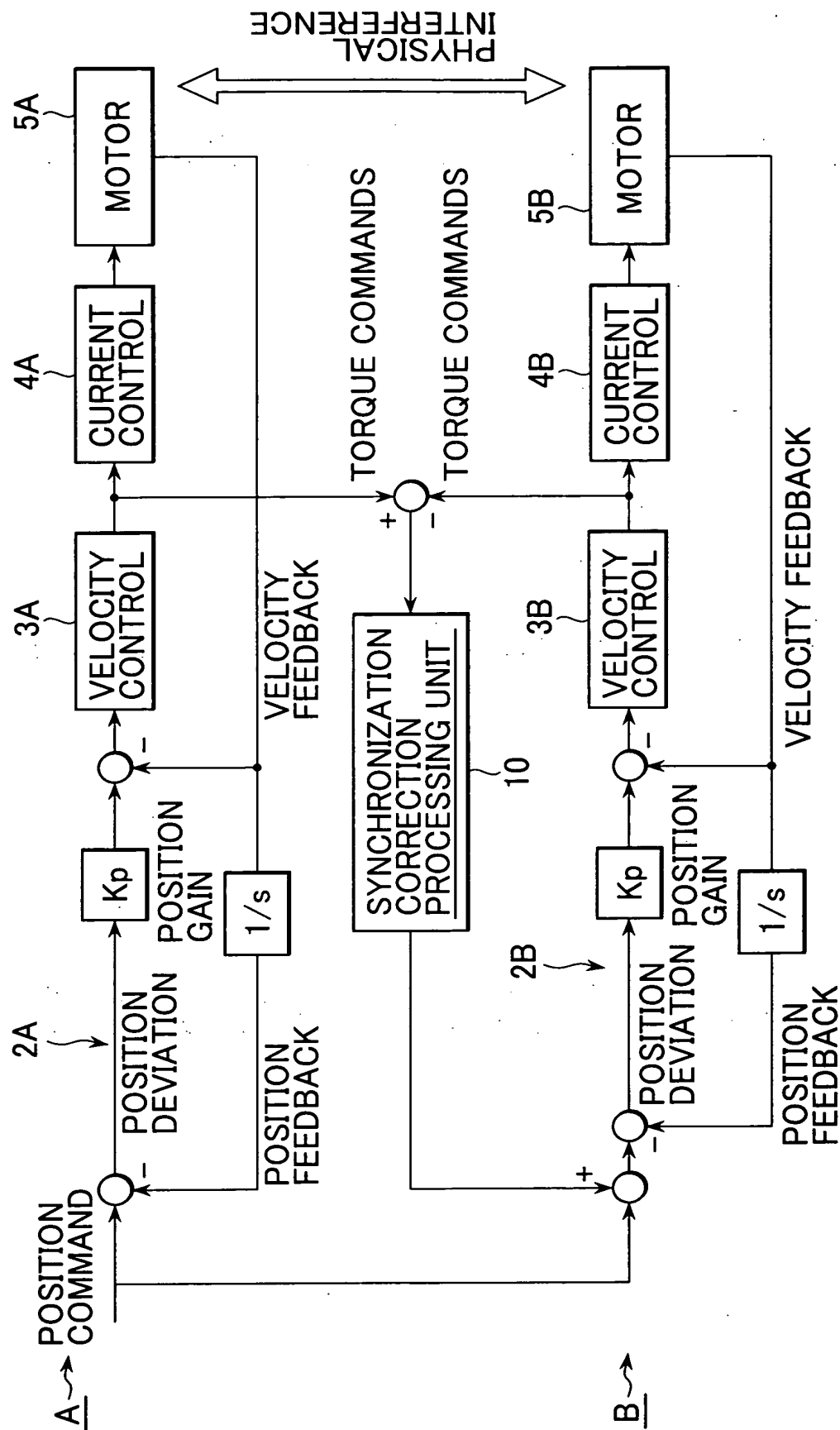


FIG.8

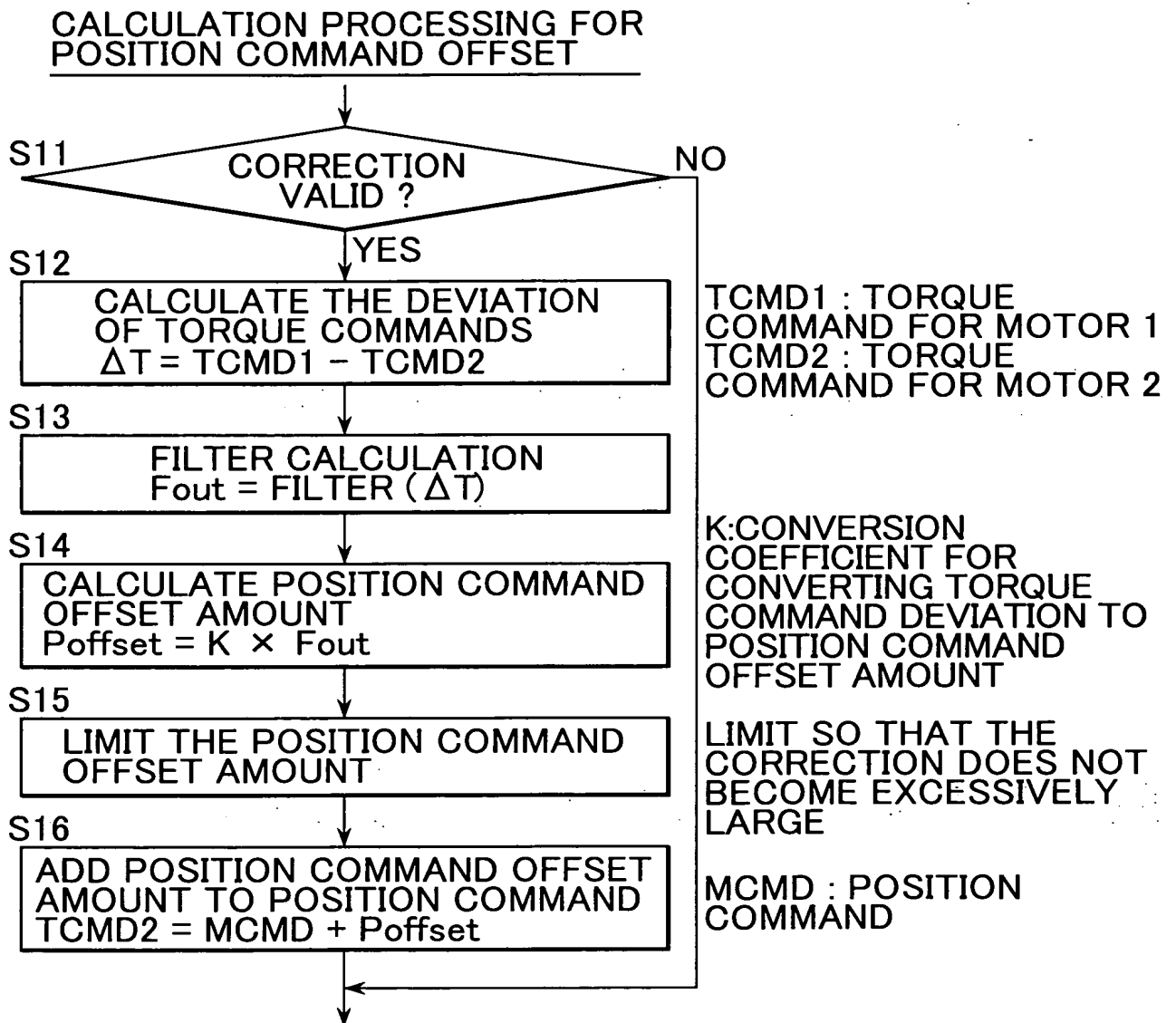


FIG.9

CALCULATION OF THE POSITION COMMAND OFFSET
FROM THE DIFFERENCE IN ACTUAL CURRENTS

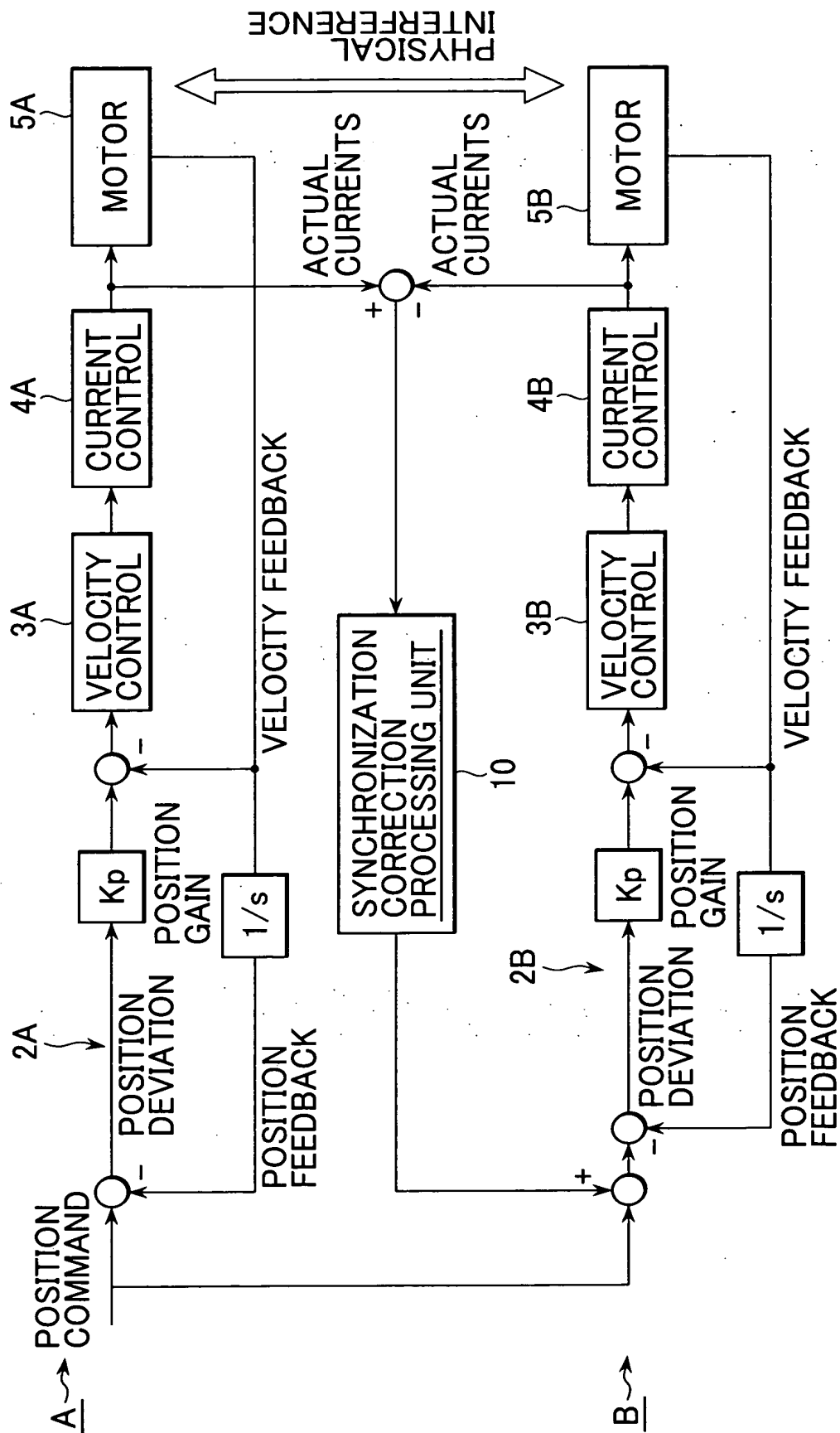


FIG.10

THE CASE OF USING A TABLE OF TORQUE
DEVIATION/POSITION COMMAND OFFSETS

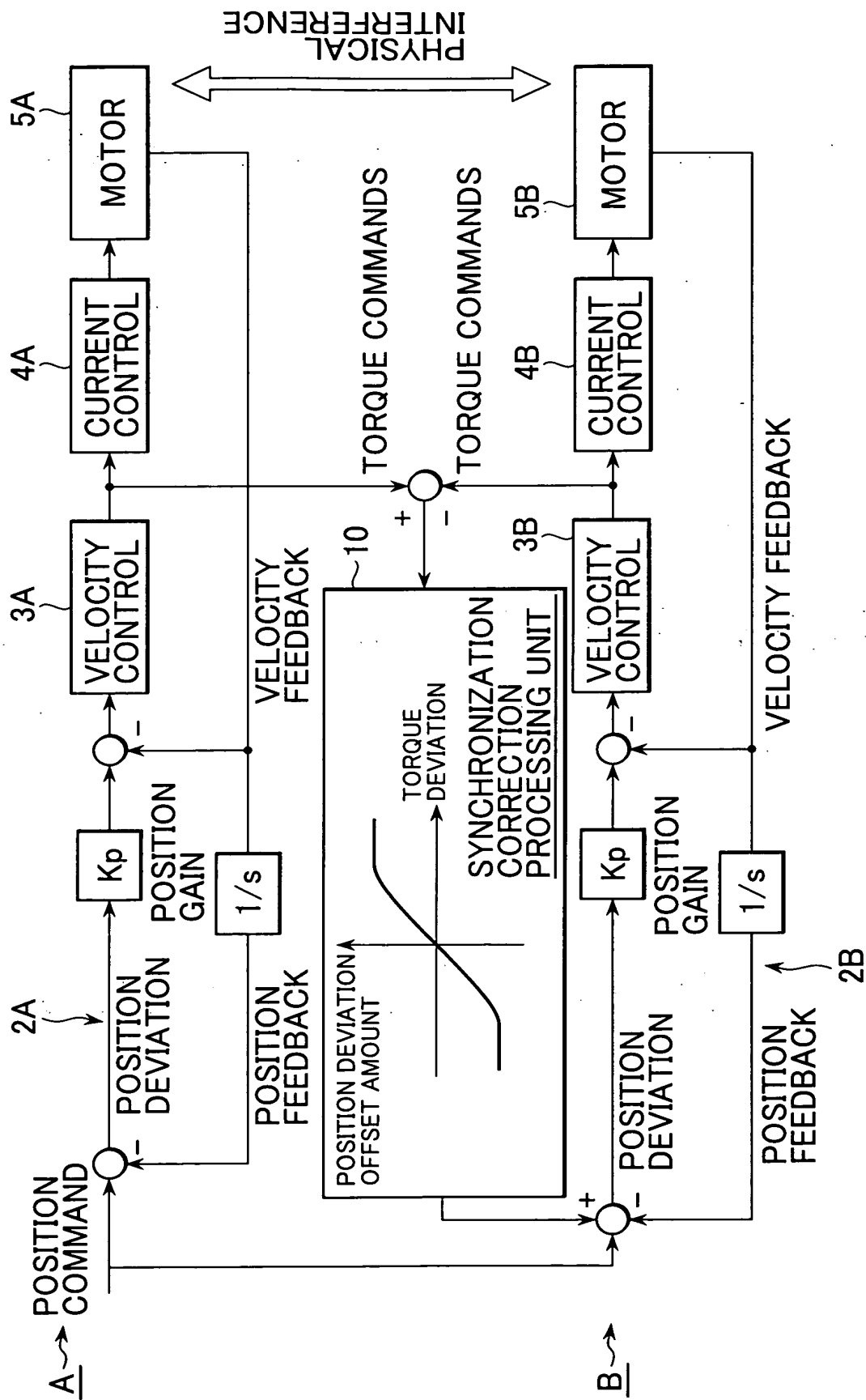


FIG.11

THE CASE OF APPLYING CORRECTIONS TO TWO MOTORS

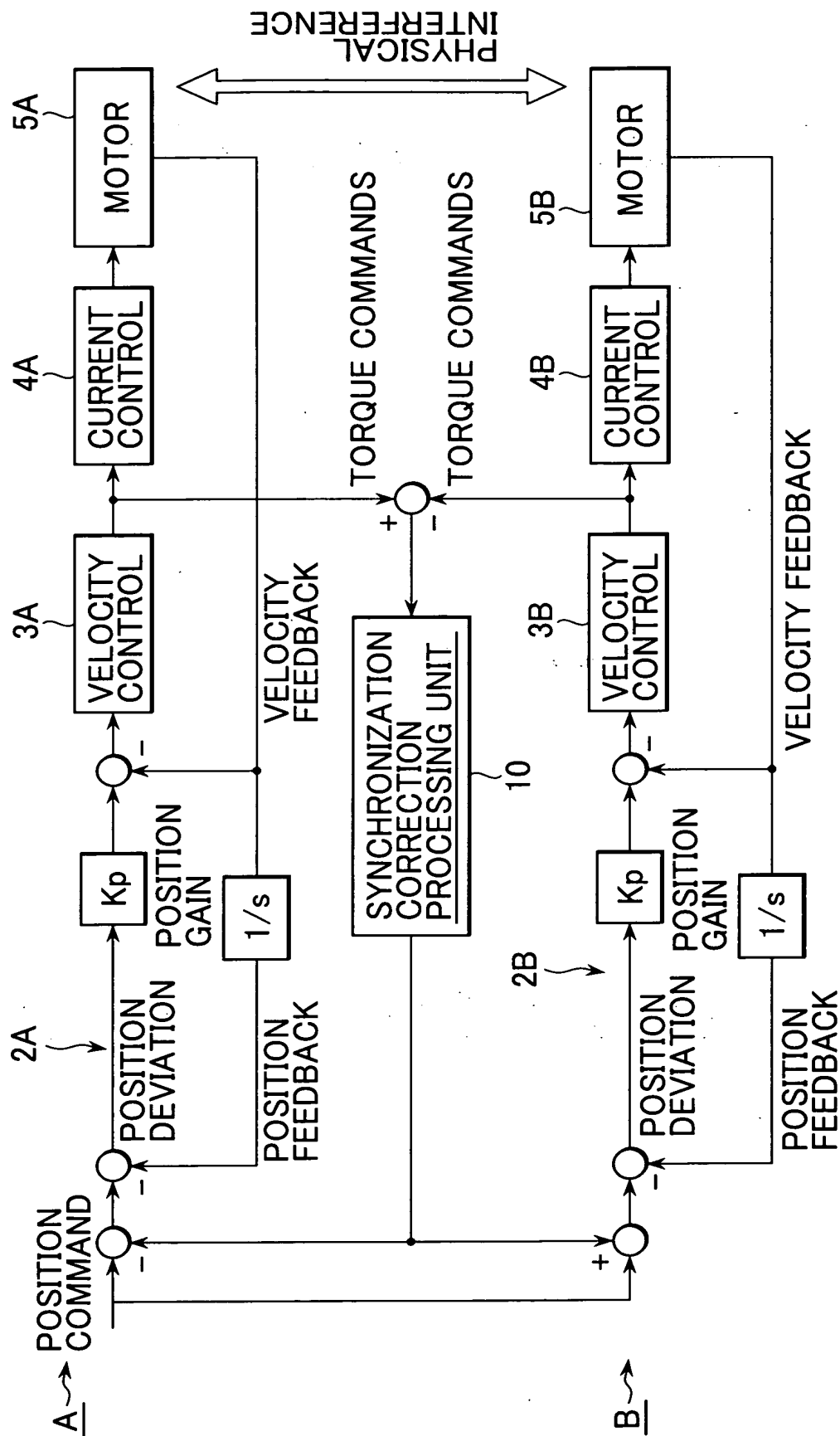
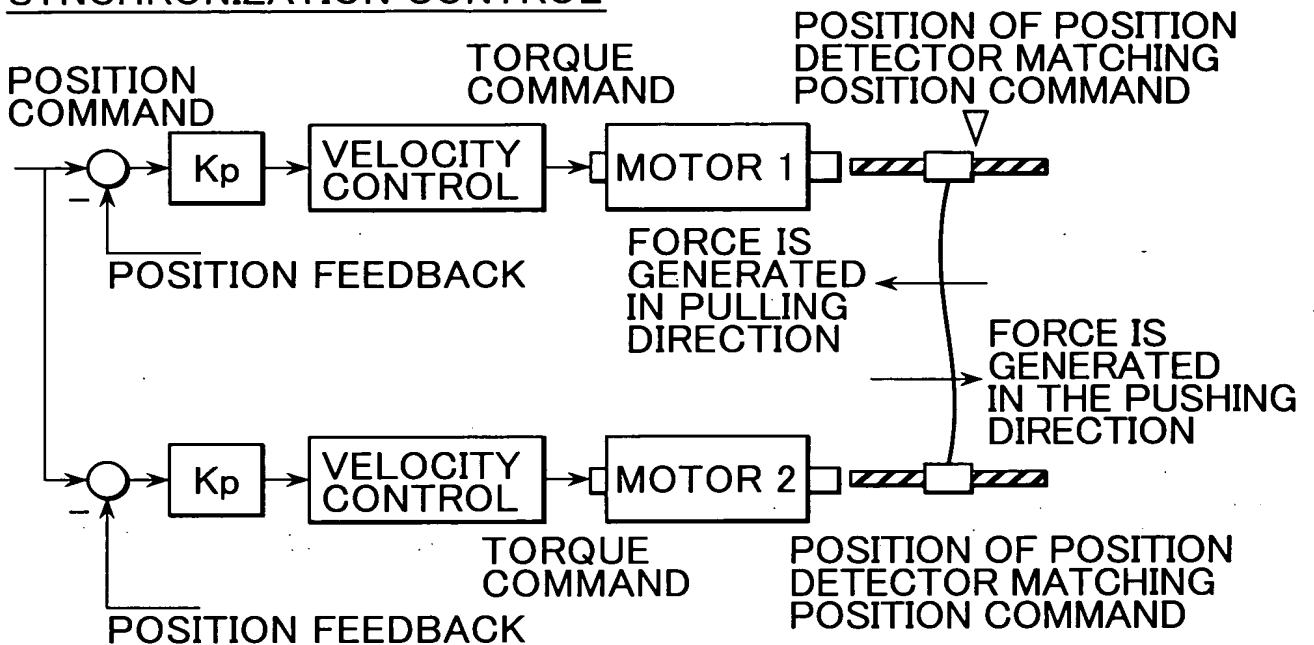


FIG.12

CORRECTING THE POSITION OF ONE MOTOR FROM THE DIFFERENCE IN TORQUE COMMANDS

SYNCHRONIZATION CONTROL



↓ AFTER APPLICATION OF THE PRESENT INVENTION

SYNCHRONIZATION CONTROL

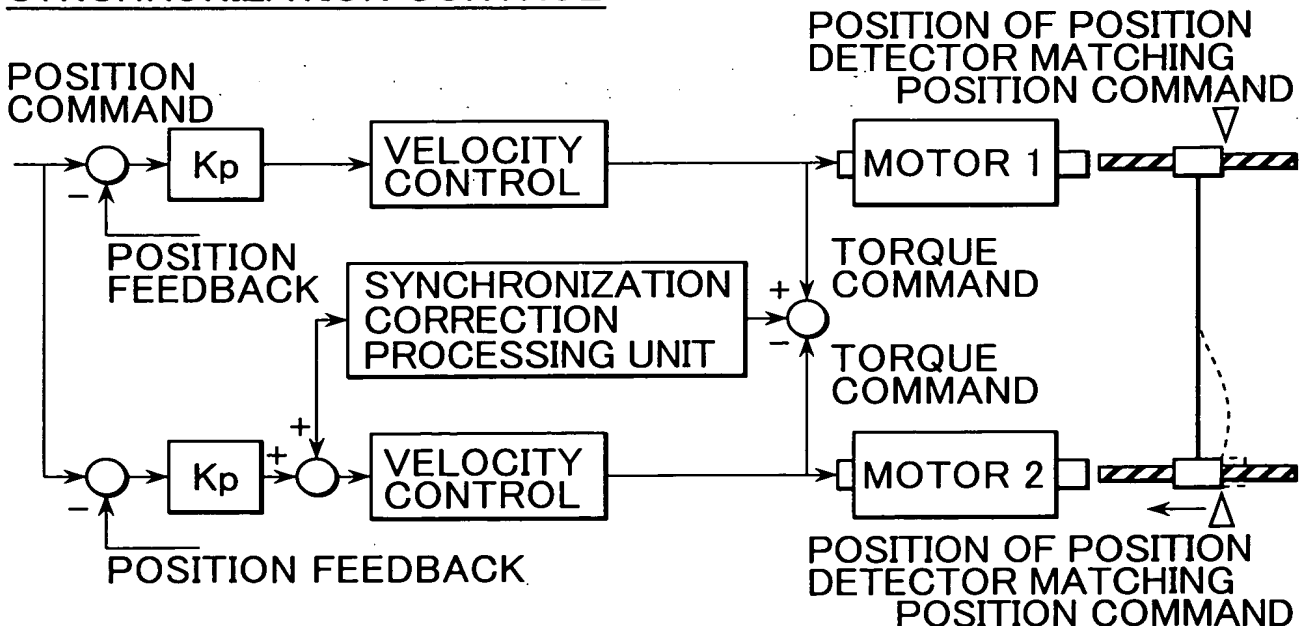


FIG.13A

BEFORE APPLICATION

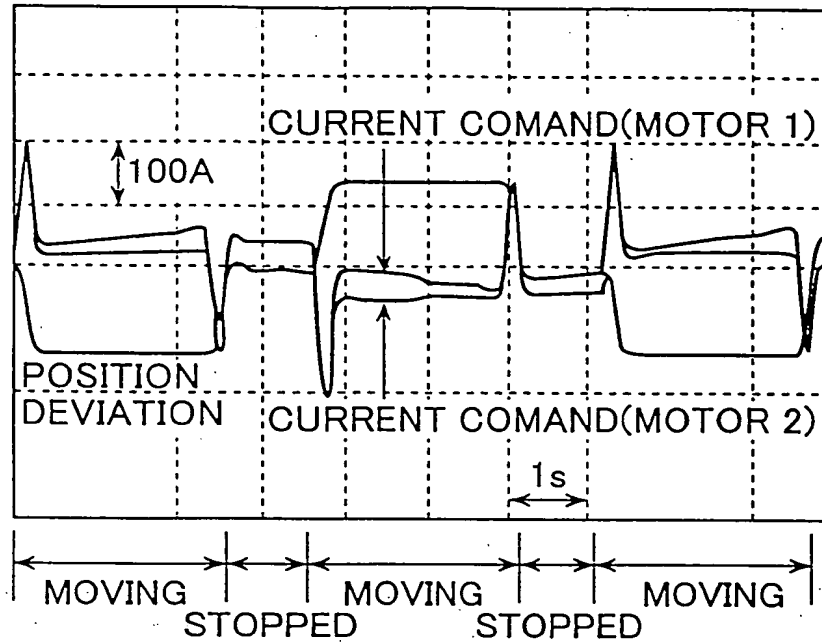


FIG.13B

AFTER APPLICATION

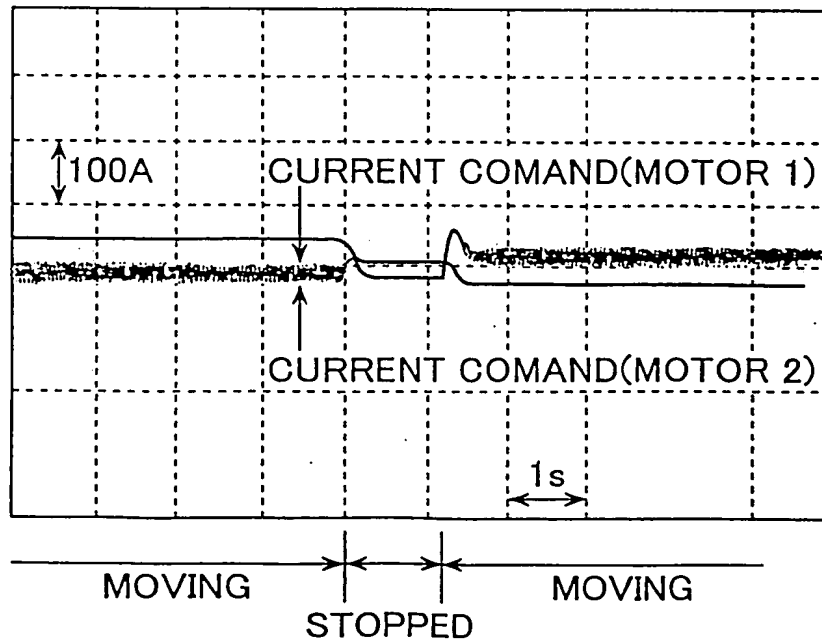


FIG.14A

BEFORE APPLICATION

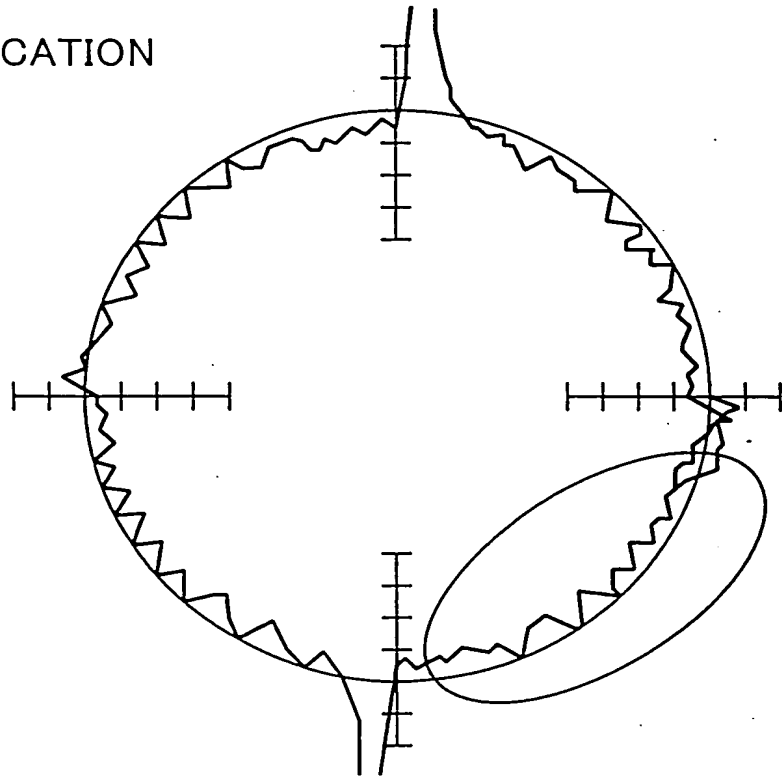


FIG.14B

AFTER APPLICATION

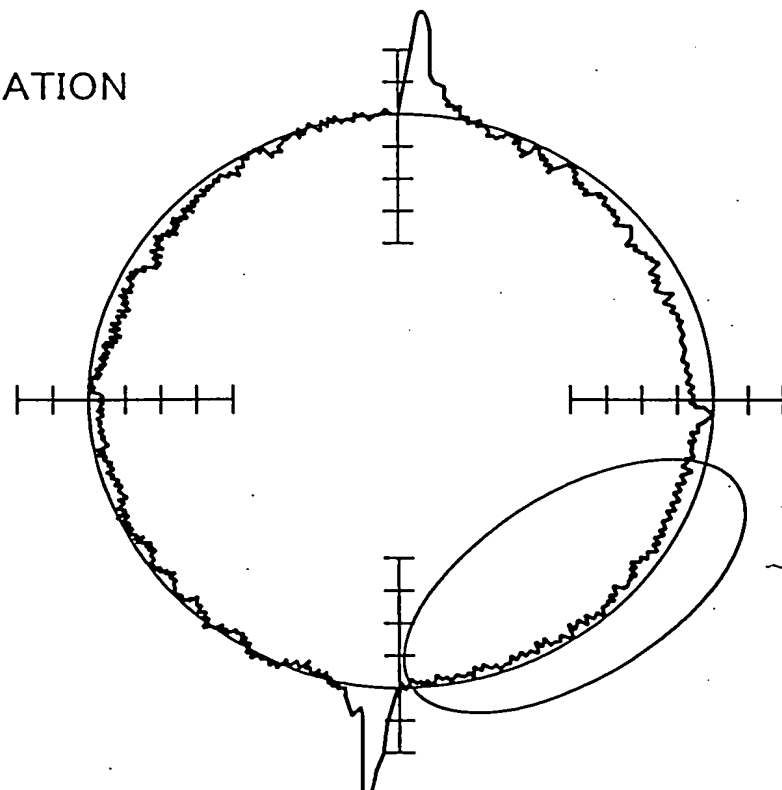


FIG.15

CALCULATION OF POSITION DEVIATION OFFSET
FROM THE DIFFERENCE IN TORQUE COMMANDS

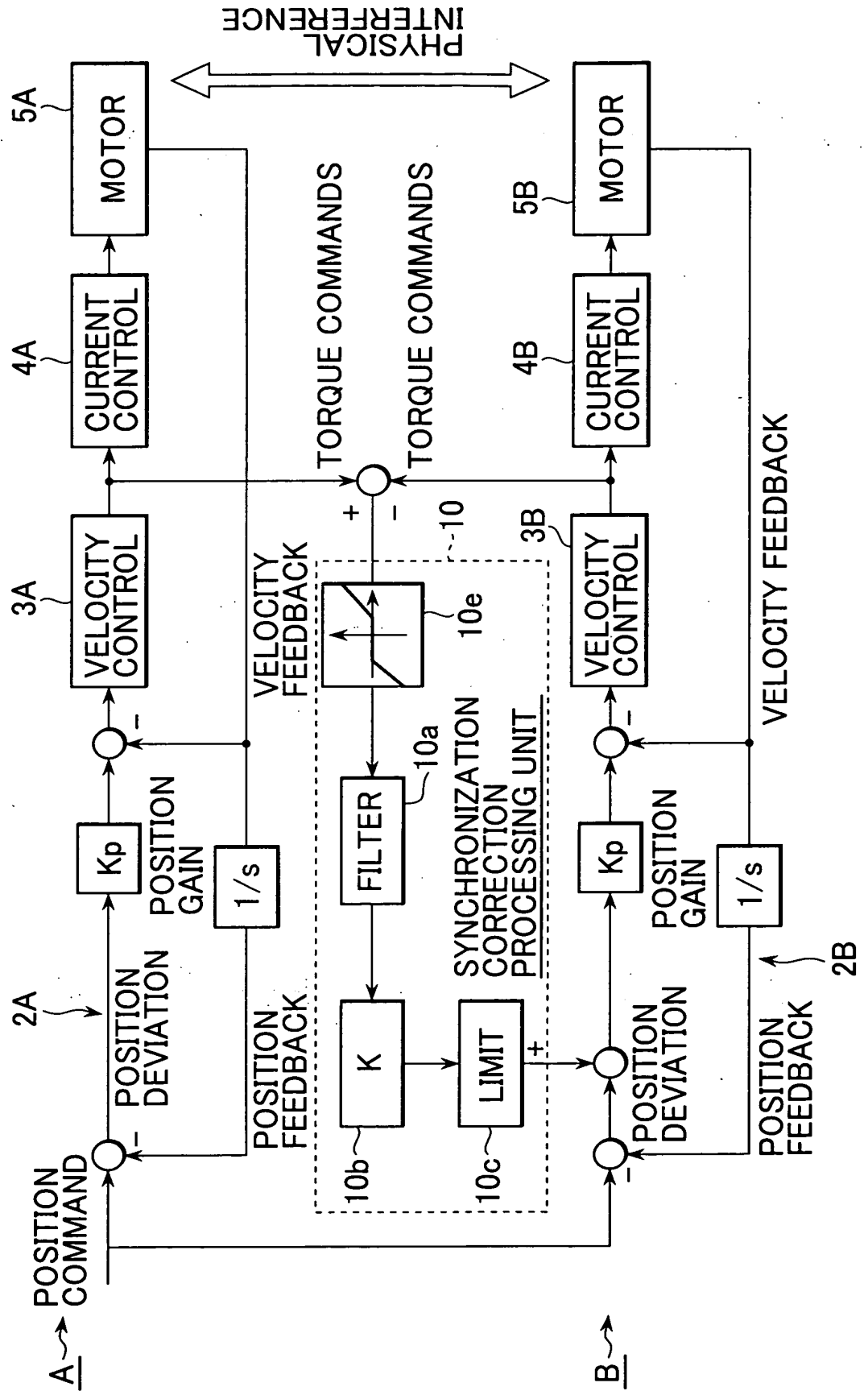


FIG.16

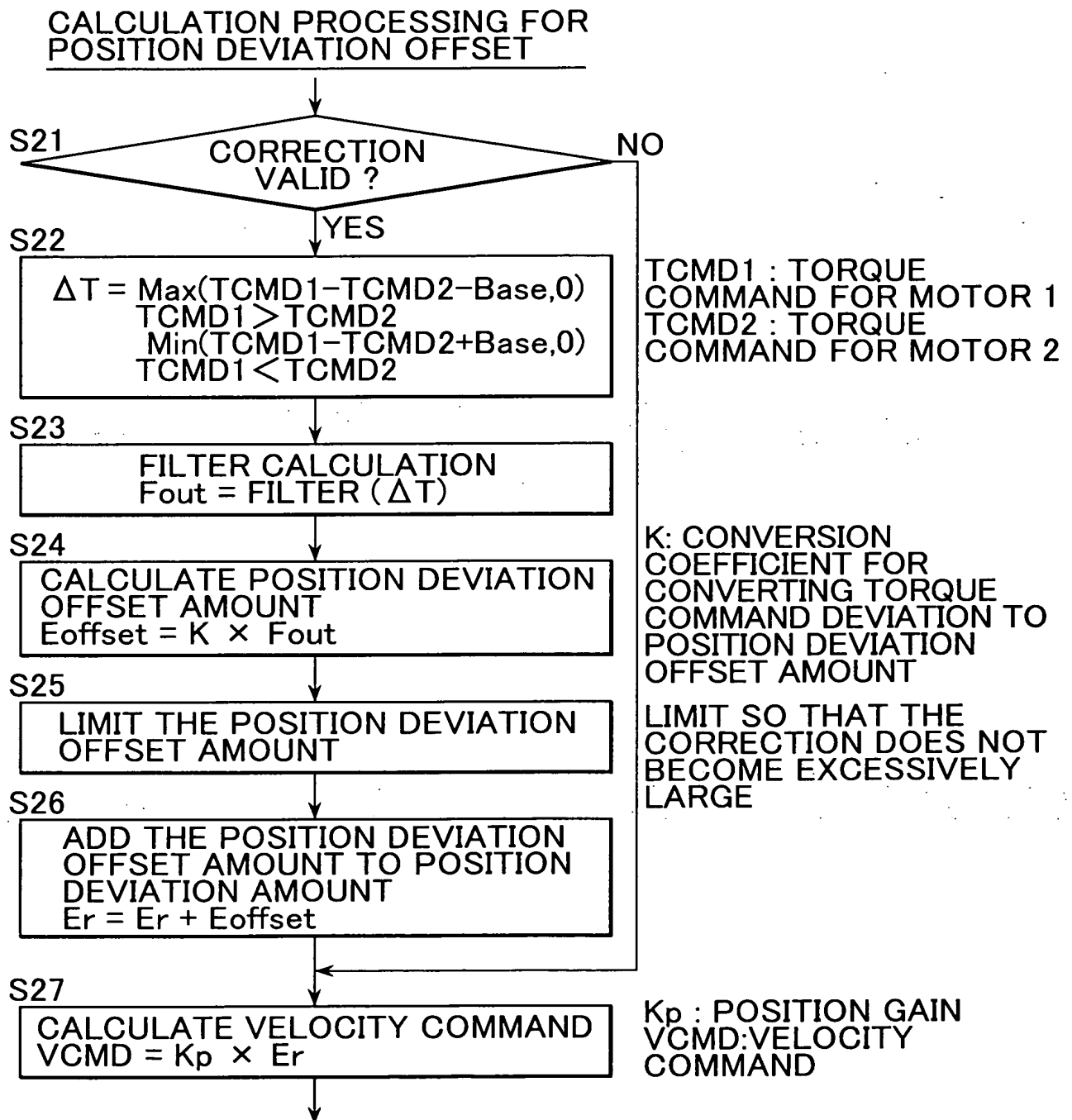


FIG.17

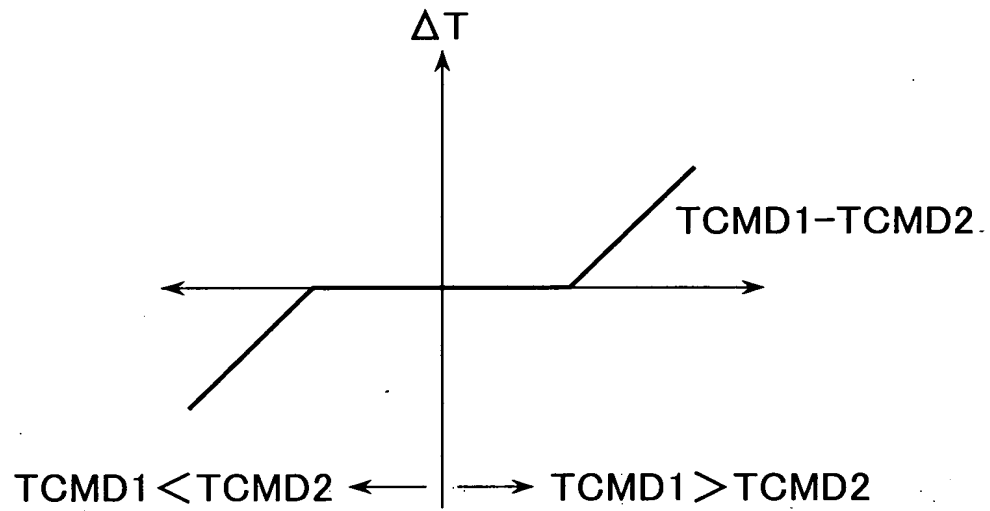


FIG.18

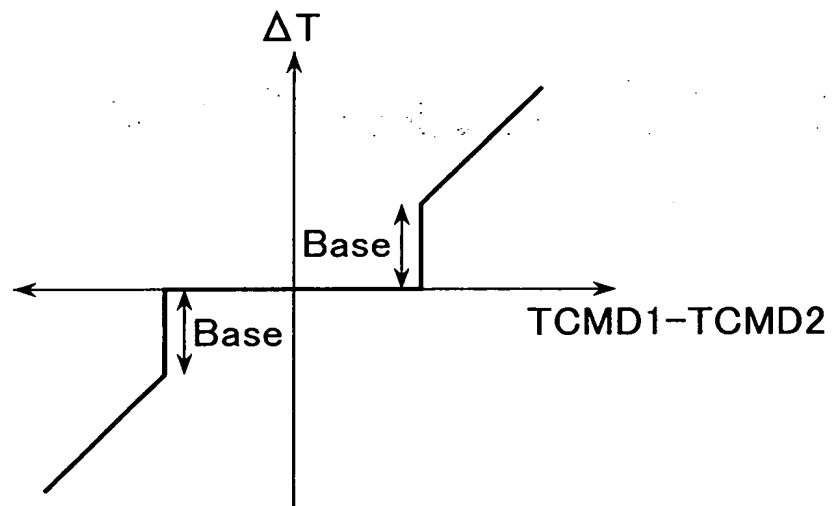


FIG.19

ADDING THE POSITION COMMAND OFFSET TO THE POSITION COMMAND

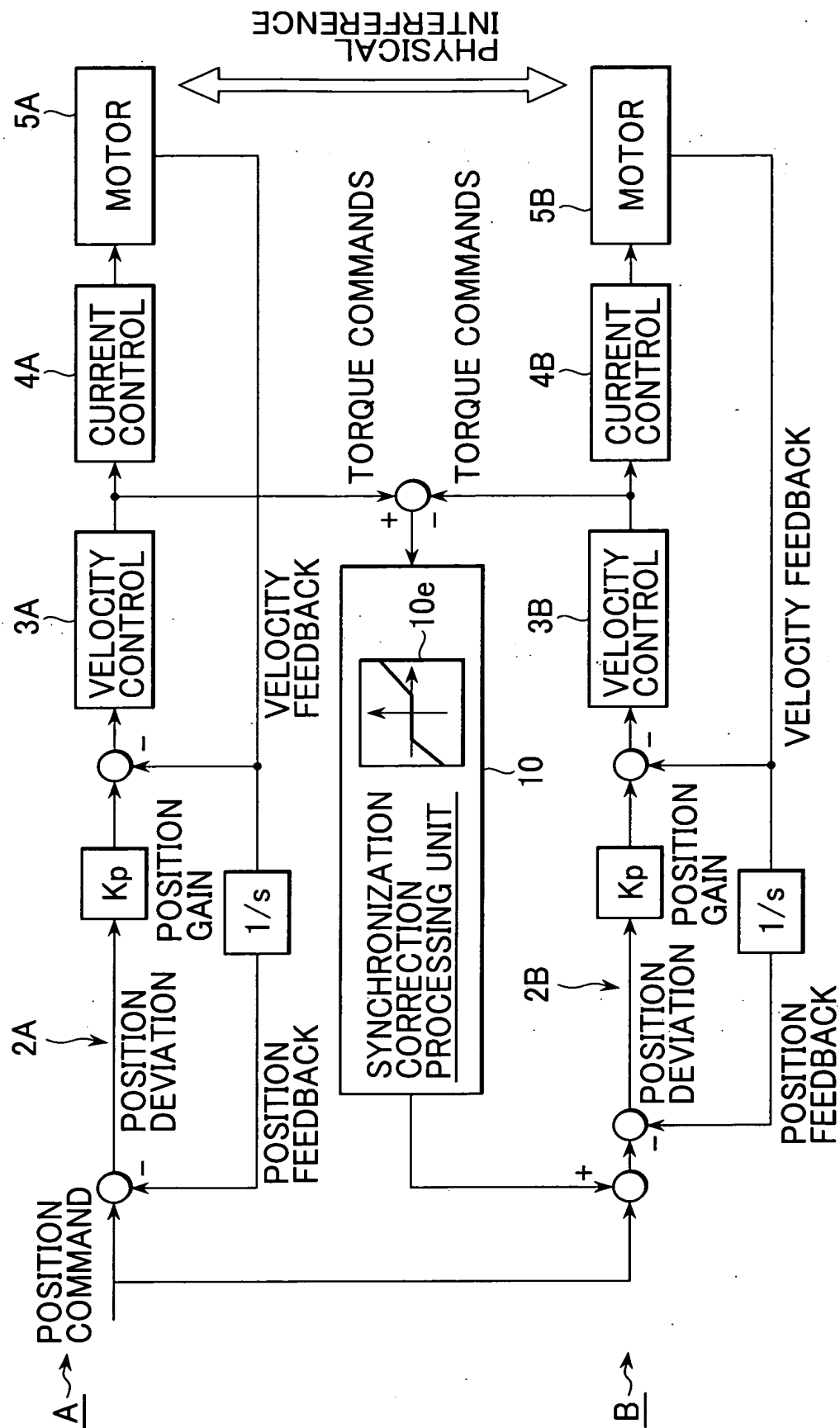


FIG.20

